

Claims

1-7 Canceled

8. (New) A method for operating a vehicle brake system having a vacuum brake booster for generating an auxiliary-force, the method comprising:

detecting an approach to a point where an auxiliary-force to actuating-force ratio falls below a predetermined ratio; and

generating a nominal pressure before the ratio falls below a predetermined ratio.
9. (New) A method according to claim 7, wherein before or when the auxiliary-force to actuating-force ratio falls below the predetermined ratio, a nominal pressure is generated higher than a nominal pressure which is required to compensate the effects the nominal pressure has on an actual pressure when the auxiliary-force to actuating-force ratio falls below a predetermined ratio.
10. (New) A method according to claim 7, wherein at least one of the approach to the auxiliary-force to actuating-force ratio falling below a predetermined ratio or the ratio falling below a predetermined ratio is assessed according to a stored, calibrated booster characteristic curve.
11. (New) A method according to claim 10, wherein the booster characteristic curve is calibrated on the basis of a measured pressure in the vacuum chamber and the working chamber.
12. (New) A method according to claim 10, wherein the approach to the auxiliary-force to actuating-force ratio falling below a predetermined ratio or the ratio falling below a predetermined ratio is assessed according to a pressure in the master brake cylinder.

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13. (New) (New) A method according to claim 10, wherein a variable operating point is constantly determined during operation on a basis of measured values for the vacuum in the booster and using a calibrating function. A method according to claim 7, wherein under defined conditions, a nominal pressure is generated that is higher than the pressure which is required to compensate the effects the nominal pressure has on an actual pressure when the auxiliary-force to actuating-force ratio falls below a predetermined ratio.
14. (New) A method according to claim 7, wherein under defined conditions, a nominal pressure is generated that is higher than the pressure which is required to compensate the effects the nominal pressure has on an actual pressure when the auxiliary-force to actuating-force ratio falls below a predetermined ratio.